

Cleveland (H.W.S.)

## SUGGESTIONS

FOR A SYSTEM OF

## PARKS AND PARKWAYS,

FOR THE

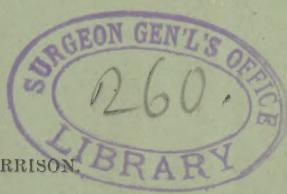
## CITY OF MINNEAPOLIS,

BY H. W. S. CLEVELAND,

LANDSCAPE GARDENER.

Read at a Meeting of the Park Commissioners, June 2d, 1883.

MINNEAPOLIS :  
JOHNSON, SMITH & HARRISON.  
1883.





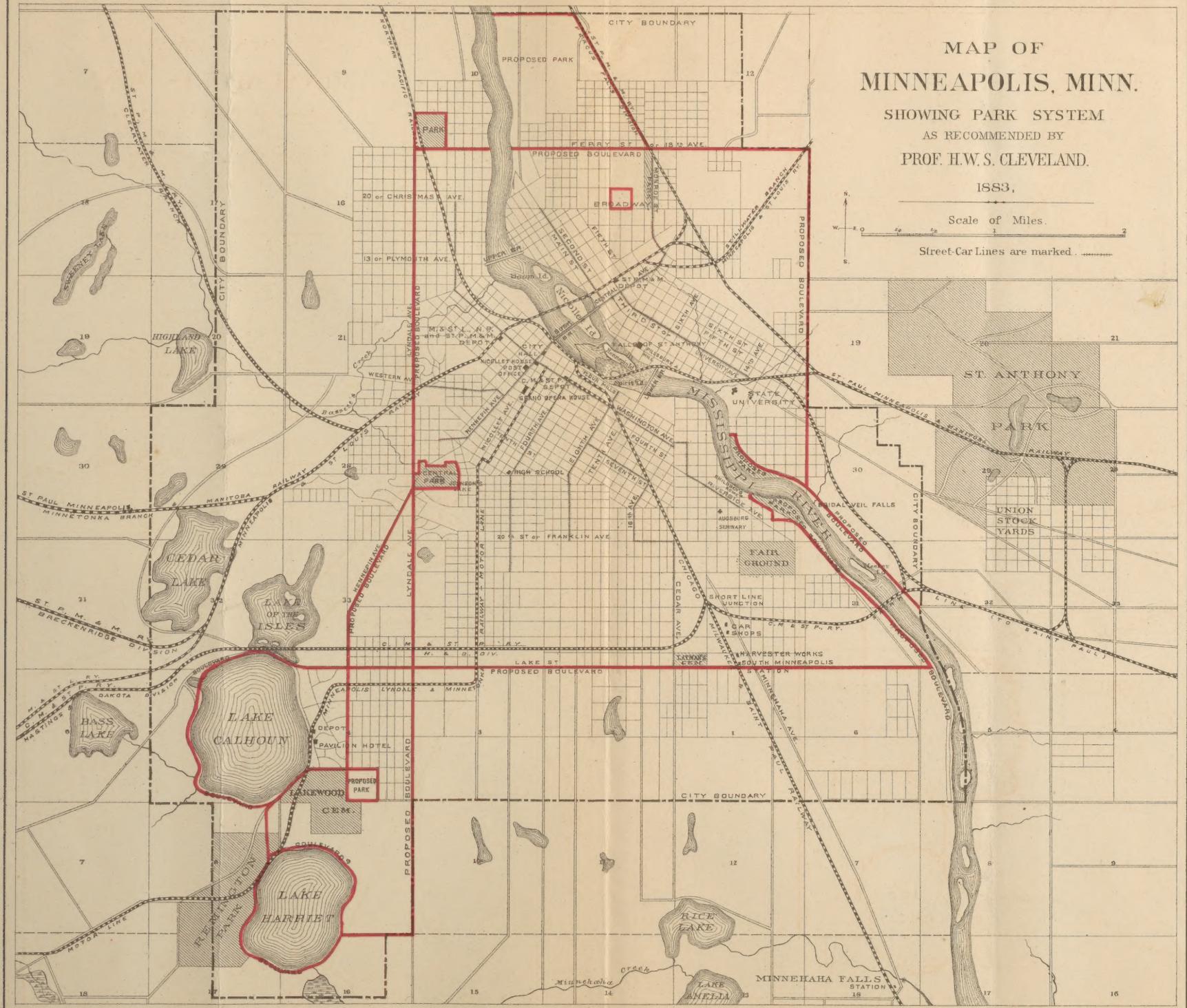


MAP OF  
MINNEAPOLIS, MINN.  
SHOWING PARK SYSTEM  
AS RECOMMENDED BY  
PROF. H.W.S. CLEVELAND.

1883.

Scale of Miles.

Street-Car Lines are marked.





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## PARKS AND PARKWAYS.

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*Mr. President and Gentlemen of the Park Commission :*

The subject of public improvements in the form of parks and parkways is sure in its first inception to meet with opposition, owing to a natural misconception in the minds of inexperienced persons who imagine that such improvements must necessarily involve the immediate outlay of very large sums of money. Their minds, therefore, are filled with apprehensions of heavy taxation, and they fall an easy prey to the designing demagogue who presents the plausible theory that the whole scheme is a device to benefit the rich at the expense of the poor. The absurdity of this argument has been sufficiently proved by the repeated experiences of other cities, in this country as well as Europe, in which the results have invariably demonstrated that merely on the ground of pecuniary considerations, a judicious expenditure for such objects is always a wise and safe investment.

In the ten years succeeding the commencement of work on Central Park in New York, the increased valuation of taxable property in the wards immediately surrounding it was no less than \$54,000,000, affording a surplus, after paying the interest on all the city bonds issued for the purchase and construction of the park, of \$3,000,000—a sum sufficient, if used as a sinking fund, to pay the entire principal and interest of the cost of the park in less time than was required for its construction.

The incidental value of such a work, as a means of attracting and diffusing wealth in the city is, of course, inestimable, but the evidence which is easily available is conclusive of the practical value of broad and liberal schemes of improvement, which render a city attractive to strangers, while they strengthen the local pride and affection of the inhabitants.

It is but few years since the country was ringing with denunciations of the extravagance of the authorities at Washington in the system of improvements which were in progress. We hear nothing of it now,—and in place of the slovenly, filthy town which no American could visit without a feeling of shame, we have a city whose magnificence is attracting a class

of residents who are glad to avail themselves of the opportunity it affords them to display their own taste in the creation of homes in keeping with the surroundings. The expenditures which but yesterday were so bitterly denounced have proved the best investment that could possibly have been made. The popular idea, however, that the purchase of lands for parks and parkways involves the necessity of immediate large outlay for their improvement is not only erroneous, in fact, but in many cases would be inconsistent with a wise economy.

It should be borne in mind that a policy which might be wise in an old city like New York is no example for a young and growing town like Minneapolis. We shall indeed be wise to take warning by her example, by securing the areas that are needed before they become so occupied, or acquire such value as to place them beyond reach; but having secured the land, we may take our own time for beginning its improvement, and spend money upon it only as it is warranted by the means which the growth of the city will afford. A certain class of improvements, indeed, such as the proper thinning and culture of whatever woodland may already exist on the designated tracts, and the planting of trees wherever they are required, should be begun at the earliest possible moment. If desirable also, some of the principal drives may be laid out as soon as the designs are sufficiently completed to indicate their courses so as to afford opportunity for pleasure riding. But all expenditure for ornamental gardening, and especially for artificial structures in the form of rustic buildings, bridges, grottoes, fountains, statues, vases, etc., is not only needless as being out of keeping with the rude condition of the surroundings, but while so many urgent demands exist for works of actual necessity, would indicate such incongruity and deficiency of taste as that of the individual who adorns his person with jewelry before he is provided with comfortable clothing. Let it never be forgotten that the mere fact of cheapness in a work of art should suffice for its condemnation as a sham. There can be no such thing as a cheap work of art. Cheap imitations abound, and will be constantly urged upon you by those who have them for sale, but as you value the inculcation of truth and purity let me beg you to turn a deaf ear to all such appeals. The beauties of nature may be had almost without cost, and without fear of shams. Do not profane them by the introduction of cheap decorations. When your parks are surrounded, and your boulevards lined with costly residences and fine public buildings, the means will be forthcoming in abundance for the such purchase of such artistic works as will then be appropriate to the situation. Until then they would be out of place, and if of a cheap style would betray the same vulgarity of taste that is satisfied with counterfeit jewelry.

The plans for the general arrangement of the parks should, however,

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be prepared as soon as may be, so that the amount and character of each year's work may be predetermined and kept in progress, with the certainty that every step is towards the ultimate object, and the unity of design preserved throughout.

Our present object, and the one for which you have called upon me to advise you, is, as I understand it, to study the future demands and necessities of the city and devise a system of improvements which may suffice to meet those wants. I have offered these prefatory remarks before coming directly to this point, because experience has taught me that comparatively few persons have just ideas of proportions of time and space in the consideration of such questions, and are liable involuntarily to be governed by the standards of to-day. But this is a work for all time, and the city of to-day will be thought of a century hence as we now think of the cabins of the early settlers which contained the germ of the future town.

The growth of Minneapolis and St. Paul into one great metropolis is as certain as the existence of the vast wealth now lying latent in the regions beyond, awaiting the development which will be wrought by the peaceful hosts of emigrants who are daily pouring through your streets and marching onward to its conquest. No one can study the question and make himself familiar with the resources which are thus being opened without being impressed with his own inadequacy to grasp the conception it awakens in his mind.

The stranger listens with amazement on being told that the mills of Minneapolis have a capacity of 25,000 barrels of flour per day, and involuntarily asks himself how is it possible to furnish a continuous grist to such voracious feeders. But if he travels through the regions which furnish the supply, he will find that all the wheat lands yet under culture comprise but a mere speck in comparison with the equally fertile lands which have never yet been touched by the plow. And all this latent wealth is waiting only for the labor which is to develop it, and all these wild regions beyond are to be filled with the millions who are rushing in to avail themselves of the opportunities they offer; and Minneapolis must of necessity become the great depot of exchange and supply for the vast area thus opening.

Pardon me for thus dwelling upon a subject with the details of which you must be more familiar than I can be. My only object is to impress this point strongly upon you when considering the arrangement of a system of parks and public improvements. If you have faith in the future greatness of your city, do not shrink from securing while you may such areas as will be adequate to the wants of such a city. Do not be appalled at the thought of appropriating lands which seem now too costly, simply because they are far out of proportion to your present wants.

That was precisely the feeling which prevented the purchase of Nicollet Island when it might have been had for a sum which now seems contemptible. Look forward for a century, to the time when the city has a population of a million, and think what will be their wants. They will have wealth enough to purchase all that money can buy, but all their wealth cannot purchase a lost opportunity, or restore natural features of grandeur and beauty, which would then possess priceless value, and which you can preserve for them if you will but say the word and save them from the destruction which certainly awaits them if you fail to utter it.

I have heretofore expressed to you my preference of an extended system of boulevards, or ornamental avenues, rather than a series of detached open areas or public squares. The latter are certainly desirable and always form attractive features, but they are comparatively local in their character, and fail to impart such dignity and beauty as is conferred by a grand ornamental avenue, comprising a continued succession of pretty gardens enlivened by the constant passing of throngs of pedestrians and fine equipages. But apart from the mere question of taste, I would urge the introduction of broad avenues planted with trees, as the best possible barriers against the spread of conflagrations, in any town exposed to such winds as prevail in a prairie country. Our experience in Chicago has taught us that it is hopeless to try to contend with fire when it sweeps on from block to block in great billows of flame, before which all human defences must go down in utter helplessness. But when it comes to an avenue two or three hundred feet wide and lined with trees, the attack is reduced to a skirmish with cinders, and the firemen have an opportunity to hold their ground against it.

In considering the question of the selection of suitable lands for parks and connecting lines of parkways or boulevards, let me ask you to bear in mind the fact that the Mississippi river is not only the grand natural feature which gives character to your city and constitutes the main spring of its prosperity, but it is the object of vital interest and the center of attraction to intelligent visitors from every quarter of the globe, who associate such ideas of grandeur with its name as no human creation can excite. It is due, therefore, to the sentiments of the civilized world, and equally in recognition of your own sense of the blessings it confers upon you, that it should be placed in a setting worthy of so priceless a jewel. A little examination will serve to convince you that by the mere development of already existing features, you have it in your power to convert its banks into the most attractive and most conspicuous ornament of the city, one that is entirely unique in its character and cannot be imitated elsewhere, while the area it will occupy possesses comparatively little value for other purposes, and unless you decide speedily to

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make such use of it, will certainly soon become, and remain for all time, the most unsightly and irreclaimably squalid quarter of the whole city. Only one method is open for the attainment of the object I have suggested: Let a broad avenue be laid out on each side of the river near enough to its banks to admit of views into the depths below, and reserve for public use every foot of land between the avenue and the water. The final result will be that the other side of the avenue will become the site of costly mansions and public buildings, all fronting toward the river and overlooking a continuous park constructed on its banks, of such picturesque character as no art could create and no other city can possess. These avenues should begin at the highest point on the river at which they can easily make connection with existing populous parts of the city. On the western side this point has been determined, as you have heard in the report of the committee. It is exceedingly desirable that the area they describe for a small park at its outset, should be secured, and it is earnestly hoped that its southern terminus may eventually be in a park around the falls of Minnehaha, and including both banks of that stream to its junction with the Mississippi, a region the present condition of which is a disgraceful desecration of the spirit with which its name is associated throughout the civilized world. To come now to the details by which these effects are to be secured: The banks of the river on both sides for some miles below the city have a height of 150 or 200 feet and appear almost precipitous, and in fact are actually so in many places, yet on close examination are found to afford easy opportunity for the construction of paths with occasional expansions of area sufficient for lawns of considerable extent. These banks are covered with a magnificent growth of trees and shrubbery, assuming all the picturesque forms which are incident to such growth in such a place, and which no art could imitate. In traversing their face as far as Minnehaha on the west side and nearly the same distance on the east, I observed luxuriant growths of elm, oak, linden, ash, butternut, cottonwood, birch, cherry, willow and hornbeam, together with a few groups of grand specimens of white pine and a rich undergrowth of hazel, sumac, alder, serviceberry, dogwood, cornel, red-berried elder and a profusion of wild grape vines. At frequent intervals on both sides, pure and abundant springs burst from the hill sides, affording material at trifling cost for the most charming effects of pools, waterfalls and fountains, and on the eastern side there are two or three natural falls where brooks precipitate themselves over the broken strata of rocks which support the bank.

In general there is but a narrow strip between the water's edge and the foot of the bank, but occasionally it widens out into an area of very considerable extent, and fortunately the greatest expanse of this kind is at the upper end, immediately adjacent to the city. On the eastern side this

area comprises a tract of many acres forming a comparatively level space bare of trees and now used for target practice, but liable soon to be occupied by squatters who have already entered upon its borders. Opposite to this, on the western side, is a corresponding level site, of nearly equal extent, which is richly wooded. Both these tracts are accessible to carriages, and, if united by a bridge, would afford space for a drive of considerable extent, and both of them afford fine views of the river and its picturesque banks.

Their sheltered situation also would make them peculiarly attractive as a resort when the chilly winds of spring or autumn render the higher tracts too cold to be sought for pleasure. Altogether these river banks and level areas at their base afford material for such picturesque effects at the trifling cost of merely developing what nature has furnished to your hand, as is possessed by no other city in the country, and no possible expenditure could create. If you once allow the wood to be stripped from these banks it can never be replaced. No planter would undertake the hopeless task of reproducing what nature has here furnished, and no artist who has any appreciation of natural beauty would presume to do more than touch with reverent hands the features whose charms suggest their own development. No plan for such work could be made. It must be wrought out on the spot by an appreciative artist, and I will venture the assertion that a single illustration of the capabilities of the situation by an example of such development, would prove so attractive that the demand for its continuance, or at least for the preservation of the means for its continuance, would become universal and overwhelming. But the possibility of such effects will soon be gone forever if you fail now to secure the river banks, and save them from the certain destruction which otherwise awaits them. Instead of the richest ornament they will become the most unsightly portion of your city, and future generations will only deplore the want of forethought which might have saved without cost such features of natural beauty as no money could purchase, no art of the landscape gardener presume to imitate.

On the east side the avenue should start from some convenient point of connection with existing streets as near as possible to the southern limit of the University grounds, and follow the line of the bluff to the southward, sweeping in grand curves around the bends of the river and finally taking a straight course along its bank to the city limits. This would include a level area at the foot of the bluff of some twenty or thirty acres now used as a target ground, and also the picturesque little cascade known as the "Bridal Veil," which would constitute a very attractive feature of the park thus secured. The river bank for miles below the city is a continuation of the same picturesque character, and the country for a mile back from the river is entirely unimproved and covered with

the native forest. This is beyond your control, being in Ramsey county.

It is hardly conceivable, however, if you determine on such improvements as I have here suggested, that St. Paul should fail to avail herself of the opportunity of completing the work by its continuance within her limits.

On the western side, as I have already said, during the discussions at your meetings, I deem it of the greatest importance that the portion of the bank immediately south of the brewery, which still remains in its native condition, should be preserved from further encroachment. It constitutes one of the most attractive as well as most conspicuous portions of the whole course, and comprises some of the most desirable features that are anywhere available. If it is possible to secure any portion of the adjacent property for a park at the starting point of the avenue, I should urge it as on all accounts desirable—but at all events the avenue should begin at the first available point south of the brewery, and be carried on the top of the bank in the rear of the Children's Home and the Catholic Hospital, and thence southerly, thus preserving all that portion of the bank to which I have alluded, as well as all that lies below it. This would include the level area I have spoken of as lying opposite to that on the east side, which is now used as a target ground, and if these were connected by a bridge, would give you between the two avenues a park of really magnificent dimensions and rare beauty with the Mississippi flowing through its center. As I am informed that you have as yet no authority to act beyond the city limits, I can only urge that the avenue be extended to that point, in the hope of its ultimately terminating in a park at Minnehaha, extending south to the military reservation of Fort Snelling, and occupying the region between Minnehaha avenue and the Mississippi river.

A large tract still remains in its native wildness, and covered with wood, between the falls and the mouth of the creek, which is susceptible of development into a series of exquisitely beautiful landscape effects in very great variety. It is liable, however, at any time to be ruthlessly destroyed, and some of its most attractive features have already been defiled by being made receptacles of all the rubbish and filth of the adjacent beer gardens. For the credit of Minneapolis it is to be hoped that the day of redemption is not far distant. The country lying between the Mississippi and the lakes Calhoun and Harriet, south of the present thickly populated portions of the city is nearly a dead level, offering no natural features of interest. It is obviously destined to become densely occupied with buildings of every description, and it is on various accounts desirable to supply the deficiencies of nature by rendering a portion of the area so attractive that its sites will be eagerly sought for the erection of the more costly residences and fine public buildings. For

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this purpose a most favorable opportunity is offered by the widening of Lake street for its whole extent from the river to the lakes. Make of this street an ornamental avenue of not less than two hundred feet in width and you will not only be richly paid by the additional value of all property in its vicinity, but you will create a rich and elegant quarter, in what would otherwise be liable to become a weary and monotonous series of ordinary dwellings and shops. And in doing this you will at the same time provide a continuous line of defense against conflagrations on the side where such defense will be especially needed, since the lower lands south of there are most likely to be occupied by buildings and works of a combustible nature, and the winds from that quarter are those that are most to be feared. You will readily perceive how beautiful and charming would be the effect of such an avenue connecting the picturesque pleasure grounds on the river shores, with the park and parkways about the lakes. It would extend across a thickly populated part of the city, yet would comprise a series of gardens for its whole length. Portions of it would doubtless be occupied by costly public buildings, great hotels, and rich and elegant shops, while the extremities would probably become the sites of the finest private residences. The western termination of this boulevard would be at the northern end of Lake Calhoun, from which point the lake shore drive would begin. This drive starting from the terminus of the boulevard would follow the northern, western and southern shores of the lake till it reached the avenue forming the northern boundary of the Lakeside cemetery, then along that avenue to its junction with Hennepin avenue, which should be made a boulevard from that point to its junction with Lyndale avenue at the southern end of Central Park. At the southern end of Lake Calhoun the whole of the area known as Cottage City, and a tract extending south of it to Lake Harriet are admirably adapted by their situation and topography for the purposes of a park, and if desirable the area might be extended indefinitely on the west. No costly improvements have yet been made there, and much of the area is still covered with a native forest, which, however, is already becoming seriously marred by the opening of streets.

Whatever may be your decision in regard to a park in this quarter, the continuation of the boulevard around Lake Harriet is as I understand already determined on. It would follow the line of the shore except for a portion of the southern and eastern sides, where the natural form of the ground renders it necessary to leave them. Here it would follow the line of one of the avenues already laid out in the "Remington Park" addition. As the avenues along the shores of both lakes extend in their holdings to the water's edge, so that no buildings can be erected on that side of them, they need not be more than one hundred feet wide, which is the same width I would recommend for those on the river banks.

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From the lakes to the northern portion of the city I would suggest that Hennepin avenue be made a parkway to its point of junction with Lyndale avenue, which is just on the western side of Central Park, and that Lyndale avenue for its whole extent, or so far as possible, be also thus endowed. Portions of the latter may from the nature of the topographical features, or the character of its present occupants, be deemed to be better left as they are, but throughout a large portion of its extent the same reasons concur to render such change desirable, as I have cited in the case of Lake street. Following this avenue two and a half miles north from Central Park, we come to the present site of the pest house, immediately in the rear of which rises a hill from which is obtained the finest view I have yet seen of the central portions of the city, the bridges and the river in their vicinity. This hill is well wooded and a wide extent of country beyond it is comparatively unoccupied, and adapted by its natural character for a park comprising a great diversity of scenery essentially different from that in the neighborhood of the lakes or the shore of the river. The forty acre tract in which this hill is included should, I think, be at once secured, and if on consideration it is deemed expedient to devote a large area in this quarter of the city to the purposes of a park, the adjoining land on the north and west afford the most favorable opportunity I have been able to discover.

Turning east from Lyndale avenue on Twenty-sixth avenue north, which forms the southern boundary of the forty acre tract above alluded to, the line of boulevards might be extended to the river and continued on the eastern side along Ferry street to the city limits, and thence south on the line of the present limits till it strikes the river shore at or about the point of the proposed park south of the University grounds.

North of Ferry street and lying between the railroad and the river, and extending north to the city limits is a tract of comparatively level land, bare of trees and offering no topographical features of special interest, but affording the best opportunity I have anywhere seen for the construction of an extensive driving park of an entirely different character from any of the other tracts that have been proposed. It comprises several hundred acres, is entirely unimproved, and if devoted to such use, would probably confer a value upon the adjacent regions which they are not otherwise likely to attain.

The general system I have thus endeavored to explain to you would comprise more than twenty miles of parkways, completely encircling the central portions of the city. More than three-fourths of this distance would lie within two miles of the business center of the city, and no part of it would be more than four miles distant. I know of no other city in the country possessing anything like such an extent of boulevards of such width except Chicago, and none of her's are less than four miles from the

heart of the city at their nearest point. With such extended pleasure drives, so easily accessible, and connecting with so many pretty parks of thirty or forty acres, in different portions of the city, it becomes questionable whether the necessity exists for driving parks of such dimensions as have elsewhere been thought necessary. If so, I have indicated the positions in which they should be located, but with such an extent of river and lake shores as is comprised in the system I have suggested, and with the long winters and deep snows to which you are necessarily subjected, there certainly does not seem to exist such necessity for parks of great extent as are demanded in a more southern climate, and a region affording none of the naturally attractive features which here are almost everywhere present. Nevertheless we are always more liable to fall short than to overestimate future demands of this kind, and it is better to err on the safe side. The tracts I have indicated as appropriate sites for extensive parks can hardly fail to increase in value beyond the interest of their cost, so that no loss will be incurred if they are not finally wanted for public use, while it will be too late to secure them if you wait till the necessity becomes obvious.

I come now to speak of the sanitary importance to the future city of preserving these areas, and I have reserved my remarks on this point to the last, because I deem it by all odds the most important point for consideration, and yet the one most likely to be overlooked at this day because as yet you have not begun to feel the suffocating pressure, from which so many old cities are now making frantic efforts to escape, and expending millions to obtain relief. The Boston park commissioners say with truth in one of their reports: "Nothing is so costly as disease and sickness, and nothing so cheap as health. Whatever promotes the former is the worst sort of extravagance, whatever fosters the latter is the truest economy."

Bearing this fact in mind, let us consider the probable effects of a failure to secure while we may, some of the areas I have indicated.

I presume that none of you have any just conception of the area comprised on the river banks between the avenues I have designated and the water, within the city limits. The precipitous character of the banks make it difficult to estimate by the eye, but by a careful computation I am certain that I am within the bounds in asserting that on the eastern side there is not less than 140 acres, and on the western 110 acres, making in all 250 acres divided by the swift running current of the Mississippi. At the upper end of this tract on the eastern side, lies the level tract I have spoken of at the foot of the bluff containing twenty or thirty acres, and opposite its lower end on the western side begins a corresponding level area of five or six acres. The latter is covered with a beautiful growth of trees, including magnificent specimens of elm and linden—the former

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is bare. The steep banks below on both sides are, as I said, everywhere densely wooded except where the quarries have been opened. I have already expressed my opinion of the capability of these areas for the purposes of a park of a perfectly unique character, which would be with the exception of those level tracts, solely for the use of pedestrians. It is surely needless for me to enlarge upon the value in a sanitary light of such a means of thorough ventilation as would be afforded by this magnificent channel, through which the winds would come to the heart of the city, purified by their passage over a long stretch of living water, and through the foliage of miles of forest. But now let us consider the alternative if you fail to secure the blessings which are within your reach. You have faith, and so have I, that Minneapolis is destined to attain the dimensions of a great metropolis. Do you not see that when that day comes those level areas under the hills, if you fail to save them now, will just as certainly become the plague spot and breeding-place of moral and physical pestilence and disease? If you are tempted to listen to-day to the meaningless taunt that you are trying to benefit the rich at the expense of the poor, let me ask you not to turn a deaf ear to the echo from the ages yet to be, of the curses that will be heaped upon your memory by the denizens of those squalid quarters, when their children are dying around them with cholera and typhus and consumption. They will have their revenge in the knowledge that the seeds of disease will be borne from their doors to the mansions of the rich, on the wings of those very winds which should and might have been the messengers of health and joy and gladness. If there is anyone of you who thinks my language is an exaggeration of the simple truth he is unfit to be a member of this commission, for these are facts which may be verified by reference to the records of mortality in hundreds of old cities, and their bearing upon the work you have in hand is of tenfold more importance than the mere beautifying of your streets. Whatever it may cost, the purchase will be a cheap one for the city in comparison with that of abandoning the control of these shores. You have wisely placed the words "health and beauty" on your seal as expressive of the highest objects of your organization. You may rest assured that no question can arise in connection with both these objects involving more important issues than this. But if you will but consider the injury to adjacent property if you suffer them to lapse into the forlorn and wretched condition they are sure to assume if you abandon them to private greed, while if you preserve them, they will as certainly become in time the site of the most elegant public and private buildings, I think you will concede that the claims of health and beauty are entirely in accord with those of mere pecuniary considerations. The widening of Lake street will serve a similar purpose of ventilation for the region through which it passes, and the

boulevards and open areas I have elsewhere indicated will have the same effect in other parts of the city, though the number and sizes of these areas will be more likely to prove insufficient than otherwise.

The total amount of all the parks that have been designated, including river banks and the large tract on the eastern side of the northern extremity of the city, but exclusive of boulevards is less than one thousand acres.

Chicago has a single park of larger area than that; Philadelphia has nearly 3,000 acres; St. Louis about 2,000, but in all these cases they are at a distance of many miles from the quarters which most need their health-giving influences.

With the broad and rapid river flowing through the city—the little inter-urban parks already reserved—the encircling boulevards which will form lines of pretty gardens dividing the central portions of the city from the outer quarters, and the lakes of varying sizes which will lie within your borders, the provision of space would seem to be abundant, especially as your streets are everywhere broad and straight.

The region traversed by Bassett's creek is one which threatens danger to the health of the future city, and its proper treatment is a problem that demands early attention. No one has said anything to me in regard to it, and it was only as I have crossed it at one or two different points that I have had an opportunity to observe it. I venture to make only one suggestion in regard to it, which is that the risk of malaria from it will be greatly increased by the construction of causeways across it at the points where it is crossed by streets, as the valley between every two streets would thus be converted into a deep pit, impervious to the air, whereas if bridges are used, the winds would still have free passage up and down the valley.

In making my examination and selections of lands I have endeavored so far as possible to remain in ignorance of ownerships, in order that my decisions might be governed solely by a regard to the public good. In one or two instances I have simply acted under direction of your commission, but in each such instance my own views were entirely in accordance with theirs.

No one can appreciate more fully than I do the painful necessities which are sometimes inseparable from the prosecution of such work, for it has been brought home to me in a more aggravated instance than any I have heard of here. But a calm consideration of the importance of the claims of the public for all future time, as compared with those of the lifetime of an individual or a family can leave no room for doubt as to the decision.

You will perceive that I might extend my remarks almost indefinitely, but my wish has been to confine myself to mere suggestions of the mat-

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ters of vital moment to the welfare of the city which demand consideration in connection with the subject of improvements of this nature.

I wish in conclusion to express my sense of the obligation I am under to Mr. S. H. Baker, who by request of some members of your honorable body has been my daily companion in my investigations, and by his thorough familiarity with the topography of the country and his knowledge of metes and bounds, has greatly facilitated my labors.

H. W. S. CLEVELAND.







